Founded 1925

Automotive Daily News

The National Newspaper of America's Greatest Industry

Published every Wednesday and Saturday at Detroit
FIFTH FLOOR - - NEW CENTER BUILDING
Telephone Tr. 2-3500

GEORGE M. SLOCUM, Publisher — CHRIS SINSABAUGH, Editor

Entered as second-class matter Post Office, Detroit, under Act of March 3, 1879.

MID-WEEK DIGEST

This Mid-Week Digest Edition is furnished only to paid subscribers and is intended exclusively for their use. The right to reprint or use any statistics herein for any other purpose is reserved exclusively by the publishers and violators of this privilege will be prosecuted. While all figures are secured from reliable sources and every care is exercised to make all parts herein correct, the publishers will not be liable for mistakes or errors in their compilation, but will rectify in these columns, any error brought to their attention.

(Copyright, 1937, by Slocum Publishing Co.)

Vol. 12, No. 2435 — DETROIT, WEDNESDAY, AUGUST 18, 1937 — $6 PER YEAR. THE MID-WEEK DIGEST IS NOT SOLD SINGLY.

Mid-Week in the Industry

Tapering Off in Plants Drops Week's Production to 98,354 Units; July Car Sales Estimate is Revised Upward, with Truck Total Seen Near 60,000; Car Payroll's Buying Power Up 19 Per Cent Over 1929

Production Tapers Off Slightly to 98,354 This Week

Slight tapering off at several plants will drop the current week's production of cars and trucks below the 100,000 mark again, according to ADN estimates. The total is expected to be 98,354 units in the United States and Canada, which compares with a revised total of 100,664 in the previous week and only 75,577 in the corresponding stanza of 1936.

Added to the list of plants shut down for inventories this week were Buick and Pontiac, the latter expecting to close for a few weeks about the middle of the current week. Buick assembly lines were stilled last Friday, but around 354 units are slated to be turned out this week in General Motors' Linden (N. J.) plant. Oldsmobile, which joined the inactive list 10 days ago, figures to turn out 500 jobs in the Linden plant. With Cadillac-LaSalle also shut, Chevrolet remains the only GM division sticking near normal, with about 28,000 units scheduled for the current week. Pontiac has set a goal of 3,500 this week before operations cease. The combined output of the GM group will therefore fall to 32,354 units the current week, ending Aug. 21, as compared with 40,252 in the previous week.

Most of the loss in the GM group is made up currently by full operations at Ford, which reopened last week on a 6,000-per-day basis after three weeks' inventory. Production last week was in full swing only about four days, but is likely to hit the capacity rate of 30,000 units this week.

Slight tapering off is noted for the first time in the Chrysler group this week, with a total of 23,800 units carded as against 24,000 the previous week. Plymouth continues at its 11,000-unit clip, with Dodge expecting about 8,500 cars and trucks, Chrysler 2,200 and De Soto 2,100 units. The slight tapering off in this group is likely to continue for several weeks before plants are actually closed down for change-over to new models.

The independent group has as its leader this week Hudson-Terraplane, where 1,700 units are anticipated. Next in line is Willys, with 1,500, Graham with 320, Studebaker with about 150 trucks, and Cord with 30. The miscellaneous group, which includes truck makers, should turn out around 8,500 units the current week.

* * * *

Car Workers' Buying Power Exceeds 1929

Adding more fuel to union opposition, the purchasing power of current automobile factory payrolls was revealed Monday as being 19 per cent higher than the peak year of 1929, according to a survey made by the Automobile Manufacturers' Assn. Recent increases in car factory wages and the current high level of employment have become doubly valuable to the factory workers in the industry because of the continued low cost of living in automotive centers. This is still 17 per cent below the 1929 average, according to the most recent reports of the U. S. department of labor.

While prices making up the cost of living have been rising, their increase since 1933 (the low year) has been only 14.5 per cent. During the same period car factory payrolls have gained 281 per cent. Payrolls in the industry now are at 1929 levels, as shown below, even though wholesale car sales in 1937 are 14 per cent lower than 1929 in number of units, and 22 per cent below in dollar values.

The tabulation which follows compares the U. S. department of labor figures on factory payrolls of the entire automobile and parts manufacturing industry, with cost of living in auto manufacturing centers, from 1929 to date, and yields the purchasing power in terms of 1929 cost of living which is shown in the final column. All figures are for the first six months of each year.

Year	Total Factory Payrolls (000 Omitted)	Cost of Living Automotive Cities 1923-25*	Purchasing Power 1929*
1929	$426,834	98.0	100
1930	251,151	97.2	59
1931	191,242	88.2	50
1932	160,668	78.4	47
1933	110,004	71.2	35
1934	260,164	74.1	81
1935	306,385	77.6	91
1936	329,213	79.4	95
1937	422,590	81.5	119

*Equals 100.

* * *

UAW Factional Fight Gives Plants Breather

While opposing factions in United Automobile Workers union battle over Communism in their ranks, the labor situation in the automotive industry has been eased considerably and no trouble has been experienced during the past two weeks. Moreover, no concerted steps in any direction are expected from the UAW until after the union holds its annual election in Milwaukee next Monday, Aug. 23, and the future policies of the union are determined.

The executive council meeting of the UAW, which has been in session for about 10 days in Milwaukee, has been featured by violent verbal attacks by both the conservative and radical wings of the organization. Late last week the conservative group, headed by President Homer Martin and Organizational Director Richard Frankensteen, issued a statement calling for united action of delegates in ousting the communistic element in the UAW. This statement was followed by one from the radical group, including Vice-Presidents Ed Hall and Wyndham Mortimer, declaring that one's political faith should not be a bar to membership in the union, and calling for "united" front for labor. The "united" plea was construed as a bid by the radical group to becloud the issue and thereby save the red wing of the UAW from possible ousting.

It was reported in Milwaukee Tuesday that the UAW's international treasury had received more than $1,000,000 in dues and initiation fees during the past 15 months. Of this total about $900,000 was paid in during the first six months of 1937, and funds on hand as of June 30 were said to be above $400,000. Approximately $1,000,000 was retained by the 400 locals for their expenses during the 15 months, it was said. More than $100,000 was donated to locals involved in strikes during the first half of 1937.

Meanwhile, Detroit's Prosecutor Duncan C. McCrea opened an investigation Monday into the riot between rival unions at the Plymouth plant here Aug. 4, in which several workers were injured and which caused closing of the plant for three days. It is believed several hundred witnesses to the scrap between UAW members and leaders of the rival Independent Assn. of Chrysler Employes, will be called.

Conferences meantime were continuing between UAW officials and General Motors executives, preparatory to possible changes in the UAW-GM contract, proposed by the union. However, no definite action is anticipated until after the UAW elections Aug. 23, since it is felt that any agreement, favorable or otherwise, might work to the hardship of the UAW faction now in power, during the union conclave.

* * * *

Car Sales For July Seen Higher

Figured on the basis of 22 states thus far heard from, ADN's estimate for July passenger car sales would total around 337,000 units, or about 20,000 sales under registrations recorded in July of last year. However, R. L. Polk & Co., which has access to reports from 110 cities, estimates the month's car sales at 365,000 units, or up 8,000 over the 357,490 sales recorded in July, 1936.

ADN's figures for the 22 states so far reported show a total of 97,991 sales, as compared with 102,446 for the same states in July, 1936, which would indicate a leveling effect in this year's total. Based on the fact that these 22 states accounted for approximately 29 per cent of the July, 1936, final total, this would indicate a final figure of around 337,000 for July of this year. However, the remaining 27 states may show sufficient upswing to bring the comparative figures more in line and thus raise the month's sales to around the 365,000 predicted by Polk.

Including the 22 states already heard from, the 1937 total to date is 2,094,347 units, an increase of about 139,000 sales over the same period last year, when the total was 1,955,463 sales.

* * * *

July Truck Sales Estimate Is Unchanged

With a total of 22 states already reported, it appears likely that ADN's previous estimate of around 57,000 truck registrations for July will hold true. On data available, it seems quite certain that the final total will be somewhere between 55,000 and 60,000, with the likelihood that it will be nearer the larger figure.

Should this prediction hold fairly true, the month's total will not be far under the 63,695 sales recorded in July a year ago. Also the total should approximate June of this year, when a total of 58,628 registrations were reported in the United States.

The 22 states thus far heard from account for 19,122 sales, as against 21,313 for the same states last year. The latter total is about 33 per cent on the month's final total last year, and would indicate a rough total of 57,000 for July of this year.

ADN Production Estimate

Weeks Ended Aug. 21, Aug. 14

	Week Ending Aug. 21	Same Week 1936*	Week Ended Aug. 14*	Total Aug. to Date*	Jan. 1 to Aug. 21*
GEN. MOTORS	32,354	30,000	40,252	119,378	1,336,255
†Chevrolet	28,000	30,000	28,500	85,500	818,900
Pontiac	3,500	‡	6,412	16,408	181,369
Oldsmobile	500	‡	517	6,531	155,514
Buick	354	‡	4,823	10,039	147,287
Cad.-LaSalle	‡	‡	‡	900	33,185
FORD	30,000	20,000	24,500	56,340	966,013
†Ford	30,000	20,000	24,500	54,500	939,150
Lincoln	‡	§	‡	90	950
Lincoln-Zephyr	‡	§	‡	1,750	25,913
CHRYSLER	23,800	18,750	24,000	66,600	676,000
†Plymouth	11,000	10,000	11,000	27,500	314,250
†Dodge	8,500	8,750	8,700	26,200	242,050
Chrysler	2,200	‡	2,200	6,600	61,560
De Soto	2,100	‡	2,100	6,300	58,140
PACKARD	‡	‡	‡	‡	82,623
†HUDS.-TERRA.	1,700	2,250	1,712	4,912	78,975
NASH-LAFAY.	‡	‡	‡	‡	62,275
†STUDEBAKER	150**	110**	150**	460**	61,127
†WILLYS	1,500	927	1,200	4,550	60,790
GRAHAM	320	‡	320	960	12,961
CORD	30	40	30	90	1,309
†MISC.	8,500	3,000	8,500	25,500	296,532
†TOTAL	98,354	75,577	100,664	278,790	3,634,860

*Revised. †Includes trucks. §Not available. ‡Closed for inventory. **Trucks only.

Mid-Week Automotive News Bulletin

(See ADN, Saturday, August 21, for Details)

Chrysler Expands

Detroit.—Expansion now in progress in both the body and manufacturing plants of the Chrysler division here will give 110,000 square feet of production floor area in the Chrysler plant and 76,000 additional square feet in the adjacent Kercheval body plant. Purchase of the old Graham-Paige plant here for $255,000 is announced by the Chrysler Corp. The plant has been used in the past for storage, and will continue to be used as such.

Contract Awarded

Trenton, N. J.—General Motors announces awarding of contract for the construction of a new automobile hardware plant here. To be known as the Ternstedt Trenton division, the proposed plant is expected to cost about $2,000,000. Roland E. Weinert, executive assistant of the Ternstedt division, will be transferred from Detroit to become plant manager.

Record Established

Pontiac. — Retail deliveries of Pontiac passenger cars in the first 10 days of August total 7,929 units, breaking the previous record for that period in 1928, when 6,393 were delivered. This compares with 5,057 retail deliveries during the first 10 days of July and 4,335 in the first 10 days of August last year. August deliveries will total about 20,000 units, it is estimated by C. P. Simpson, general sales manager.

Expansion Set

West Allis, Wis.—Otto H. Falk, board chairman of Allis-Chalmers Mfg. Co., announces a $2,650,000 expansion program.

Oldsmobile Sales

Detroit.—Retail sales of Oldsmobile sixes and eights in the first 10 days of August total 6,836 units, a new record for the period and a 63 per cent increase over the 4,195 sold in like period of 1936, the previous peak. Retail deliveries for the Jan. 1-Aug. 10 period amounted to 136,558, against 133,155 in the corresponding period in 1936.

Steel Operations

New York.—Operations in the steel industry for the current week will decline 1.4 points to 83.2 per cent of capacity, compared with 84.6 per cent last week, the American Iron & Steel Institute estimates. A month ago operations averaged 82.5 per cent of capacity, and last year 72.2 per cent.

1937 Delivered Price List

Following is a revised listing of passenger car prices under the new plan which includes delivery charges, standard equipment and federal taxes at the point of manufacture. This method of pricing includes all makes except Ford and Lincoln. Ford and Lincoln prices include delivery charges and standard equipment at point of manufacture, but do not include taxes. Price increases put in effect Aug. 2, 1937, by Ford; those of General Motors divisions, effective Aug. 9, 1937 and those made by Nash-LaFayette, Hudson-Terraplane and Packard are given here.

BUICK, Series 40—Conv. phae., $1302; 4-dr. sed., with tk., $1021; 2-dr. sed., $959; bus. cpe. $913; r.s. con. cpe., $1056; 4-pass. spt. cpe., $975; 4-dr. sed., $995; 2-dr. sed. with tk., $985. **Series 60**—Con. phae., $1524; 4-dr. sed. with tk., $1243; 2-dr. sed., $1172; r.s. con. cpe, $1269; spt. cpe., $1187; 4-dr. sed., $1207; 2-dr. sed. with tk., $1197. **Series 80**—4-dr. sed. with tk., $1518; 4-dr. phae. with tk., $1856 (6-wheel equip.). **Series 90**—(All 6-wheel equip.) 8-pass. 4-dr. sed. with tk., $2240; 8-pass. lim. with tk., $2342; 6-pass. 4-dr. with tk., $2066; 6-pass. formal sed., with tk., $2240.

CADILLAC V-8, Series 37-60, 124" w.b.—2-pass. con. cpe., $1790; 2-pass. cpe., $1655; 5-pass. tour. sed., $1760; 5-pass. con. sed., $2120. **V-8 Series 37-65 Fisher De Luxe, 131" w.b.**—5-pass. tour. sed., $2190. **V-8 Series 37-70 Fleetwood, 131" w.b.**—5-pass. con. sed., $3060; 2-pass. con. cpe., $3005; 2-pass. cpe., $2905; 5-pass. tour. sed., $2695. **V-8 Series 37-75 Fleetwood, 138" w.b.**—5-pass. con. sed., $3730; 5-pass. tour. sed., $2915; 5-pass. formal sed., $3785; 5-pass. town sed., $3425; 7-pass. tour. sed., $3070; 7-pass. Imperial tour. sed., $3270; 7-pass. town car, $4855. **V-8 Series 37-75 Special, 138" w.b.**—7-pass. special tour. sed., $2710; 7-pass. special tour. Imperial, $2910. **V-8 Series 37-75 Business Cars, 138" w.b.**—8-pass. bus. tour. sed., $2845; 8-pass. bus. tour. Imperial, $3050. **V-12 Series 37-85 Fleetwood, 138" w.b.**—5-pass. con. sed., $4450; 5-pass. tour. sed., $3635; 5-pass. formal sed., $4500; 5-pass. town sed., $4145; 7-pass. tour. sed., $3790; 7-pass. Imperial tour. sed., $3990; 7-pass. town car, $5575. **V-16 Series 37-90 Fleetwood, 154" w.b.**—7-pass. lim., $7900; 5-pass. town cabr., $9125; 7-pass. town cabr.; $9230; 5-pass. sed., $7645; 5-pass. Imperial cabr., $8155; 5-pass. town sed., $7595; 2-pass. con. cpe., $7900; 7-pass. lim. brough., $9125; 7-pass. sed., $7695; 7-pass. Imperial cabr., $8205; 2-pass. cpe., $7745; 5-pass. con. sed., $8205; 5-pass. con. cpe., $8205.

CHEVROLET, Master DeLuxe, Series GA—Cpe., $685; coach, $702; town sed., $720; spt. cpe., $723; sed., $769; spt. sed., $787. **Master, Series GB**—Cpe., $618; coach, $636; town sed., $654; sed., $697; spt. sed., $715; cabr., $724.

CHRYSLER, Royal—Bus. cpe., $810; r.s. cpe, $860; 2-dr. sed., $870; 2-dr. tour. sed., $880; 4-dr. sed., $910; 4-dr. tour. sed., $920; con. cpe., $1005; con. sed., $1340. **133" w.b.**—7-pass. sed., $1140; sed. lim., $1240. **Imperial**—Bus. cpe., $1030; r.s. cpe., $1070; 2-dr. tk. sed., $1070; 4-dr. tour. sed., $1100; con. cpe., $1170; con. sed., $1500. **Custom Imperial**—8-pass. sed., $2060; sed. lim., $2160. **Airflow**—cpe., $1610; sed., $1610.

CORD—Westchester sed., $2445; Beverly sed., $2545; cabr., $2595; phae. sed., $3645. **Supercharged models**—Westchester sed., $2960; Beverly sed., $2960; cabr., $3010; phae. sed., $3060; **Custom, 132 w. b.**—Beverly, $2960; Berline, $3060; Super Beverly, $3375; Super Berline, $3575.

DE SOTO—Bus. cpe., $770; r.s. cpe., $820; broug., $830; tour. broug., $840; sed., $870; tour. sed., $880; con. cpe., $955; con. sed., $1280; 7-pass. sed., $1115; 7-pass. lim., $1215.

DODGE—Bus. cpe., $715; r.s. cpe., $770; con. cpe., $900; 2-dr. sed., $780; 2-dr. tour. sed., $790; 4-dr. sed., $820; 4-dr. tour. sed., $830. **132" w.b.**—7-pass. sed., $1075; con. cpe., $1220; 5-pass. lim., $1175.

FORD, 60 h.p.—Cpe., $529; tudor sed., $579*; tudor tour. sed., $604*; fordor sed., $639*; fordor tour. sed., $664*. **85 h.p.**—Cpe., $585.50*; de luxe cpe., $658.50*; de luxe club cpe., $718.50*; de luxe cabr., $718.50*; de luxe club cabr., $758.50; tudor sed., $610.50*; tudor tour. sed., $635.50*; de luxe tudor sed., $673.50*; de luxe tudor tour. sed., $698.50*; fordor sed., $670.50*; fordor tour. sed., $695.50*; deluxe fordor sed., $733.50*; de luxe fordor tour. sed., $758.50*; de luxe phae., $748.50; de luxe roadster, $693.50; de luxe conv. sed., $858.50.

*On Ford prices indicate those increased Aug. 2, 1937.

GRAHAM, Crusader—2-dr. sed., $690; with tk., $720; 4-dr. sed., $770; with tk., $795. **Cavalier**—Bus. cpe., $850; r.s. cpe., $900; con. cpe., $945; 2-dr. sed., $875; with tk., $905; 4-dr. sed., $905; with tk., $935. **Supercharger 116**—Bus. cpe, $1015; r.s. cpe., $1045; con. cpe., $1080; 2-dr. sed., $1020; with tk., $1050; 4-dr. sed., $1050; with tk., $1080. **Supercharger 120**—Bus. cpe., $1105; r.s. cpe., $1135; con. cpe., $1170; 4-dr. sed., $1160; with tk., $1190.

HUDSON, Six Custom—Brough, $930; tour. brough., $955; cpe., $915; bus. cpe., $870; Vict. cpe., $960; sed., $990; conv. cpe., $1,025; conv. brough., $1,110. **DeLuxe Eight.**—Brough., $1,035; cpe., $975; Vict. cpe., $1,035; sed., $1,065; conv. cpe., $1,105; conv. brough., $1,190; **Custom Eight**—Cpe., $1,095; Vict., cpe., $1,145; brough., $1,150; sed., $1,185; conv. cpe., $1,220; conv. brough., $1,305. **DeLuxe Eight, 129" w.b.**—Sed., $1,100; tour. sed., $1,090. **Eight Custom, 129" w.b.**—Sed., $1,215; tour. sed., $1,190.

LA SALLE V-8, Series 37-50, 124" w.b.—2-pass. con. cpe., $1350; 2-pass. cpe., $1155; 5-pass. 2-dr. sed., $1275; 5-pass. tour. sed., $1320; 5-pass. con. sed., $1680.

LINCOLN-ZEPHYR—Coupe, $1,165; coupe sedan, $1,245; sedan, $1,265; town limousine, $1,425.

NASH—Nash-LaFayette "400"—Bus. cpe., $740; r.s. cpe., $795; Vict. sed., $800; cpe., $805; 4-door sed., $845; Cabr., $885. **Nash Ambassador Six**—Bus. cpe., $935; r.s. cpe., $975; Vict. sed., $975; cpe., $990; 4-door sed., $1,025; cabr., $1,040. **Nash Ambassador Eight**—Bus. cpe., $1,075; r.s. cpe., $1,115; Vict. sed., $1,115; cpe., $1,130; 4-door sed., $1,165; cabr., $1,180.

OLDSMOBILE, Six—Bus. cpe., $810; club cpe., $870; con. cpe., $965; 2-dr. sed., $870; 2-dr. tour. sed., $895; 4-dr. sed., $820; 4-dr. tour. sed., $945. **Eight**—Bus. cpe., $925; club cpe., $985; con. cpe, $1080; 2-dr. sed., $985; 2-dr. tour. sed., $1010; 4-dr. sed., $1035; 4-dr. tour. sed., $1060.

PACKARD, (5-wheel equip.) Six—Bus. cpe., $960; spt. cpe., $1,005; tour. cpe., $1,025; sed., $1,060; club sed., $1,065; conv. sed., $1,075; tour. sed., $1,075. **Eight "120-C"**—Bus. cpe., $1,150; spt. cpe., $1,175; tour. cpe., $1,200; sed., $1,235; club sed., $1,240; conv. cpe., $1,250; tour. sed., $1,250; conv. sed., $1,550. **Eight "120-CD"**—Tour. cpe., $1,415; club. sed., $1,455; tour. sed., $1,465. **Eight "138-CD"**—Tour. sed., $1,900; tour. lim., $2,050. **Super Eight "1500"**—Cpe., $2,715; club sed., $2,830; tour. sed., $2,835; conv. cpe., $2,980; Vict., $3,460; formal sed., $3,550. **Super Eight "1502"**—Bus. cpe., $2,880; tour. sed., $3,010; bus. lim., $3,020; tour. lim., $3,145; conv. sed., $3,665. **Twelve "1506"**—Tour. sed., $3,870. **Twelve "1507"**—Cpe., $3,920 (6-wheel equip.); tour. sed., $3,940; conv. cpe., $3,950 (6-wheel equip.); cpe., $3,970; club sed., $4,045; formal sed., $4,655; Vict., $5,015 (6-wheel equip.). **Twelve "1508"**—Tour. sed., $4,270; tour. lim., $4,475; conv. sed., $5,175 (6-wheel equip.).

PIERCE-ARROW, Model 1701, 139" w.b.—Chassis, $2820; 5-pass. sed., $3375; club sed., $3480; cpe., $3375; con. cpe., $3480; form. sed., $3630; club Berline, $3630. **144" w.b.**—5-pass. sed., $3530; 7-pass. sed., $3690; E.D.L., $3840; con. sed., $4300; con. sed. part., $4555; form. sed., $4350; Brunn Met. town brough., $5520; 9-pass. comm. sed., $3600; E.D.L. special, $4415. **Model 1702, 139" w.b.**—5-pass. sed., $3895; club sed., $4000; cpe., $3895; con. rdstr., $4000; form. sed., $4155; club Berline, $4155. **144" w.b.**—5-pass. sed., $4050; 7-pass. sed., $4210; E.D.L., $4360; con. sed., $4820; con. sed. part., $5075; Brunn Met. town brough., $6040. **Model 1703**—7-pass. sed., $5015; E.D.L., $5220; big E.D.L., $6760; P-A town car, $7270.

PLYMOUTH, Business Model—Cpe., $580; 2-dr. sed., $620; 4-dr. sed., $665. **De Luxe**—Cpe., $650; r.s. cpe., $700; 2-dr. sed., $715; 2-dr. tour. sed., $725; 4-dr. sed., $745; 4-dr. tour. sed., $755.

PONTIAC, DeLuxe Six—Cpe., $781; spt. cpe., $853; cabr., $945; 2-dr. sed., $830; 2-dr. tour. sed., $855; 4-dr. sed., $881; 4-dr. tour. sed., $906. **DeLuxe Eight**—Cpe., $857; spt. cpe., $853; cabr., $985; 2-dr. sed., $903; 2-dr. tour. sed., $919; 4-dr. sed., $939; 4-dr. tour. sed., $965.

STUDEBAKER, Dictator—Bus. cpe., $765; cust. cpe., $820; 5-pass. cust. cpe., $845; St. Regis cust. sed., $850; St. Regis cruis. sed., $870; 4-dr. cust. sed., $880; 4-dr. cruis. sed., $900. **President**—Cust. cpe., $1085; 5-pass. cust. cpe., $1115; St. Regis cust. sed., $1135; St. Regis cruis. sed., $1155; 4-dr. cust. sed., $1165; 4-dr. cruis. sed., $1185.

TERRAPLANE, Six DeLuxe—Bus. cpe., $750; cpe., $770; brough., $800; Vict. cpe., $815; sed., $845; conv. cpe., $890; conv. brough., $970. **Super Six**—Cpe., $850; Vict. cpe., $890; brough., $880; sed., $920; conv. cpe., $960; conv. brough., $1,040.

WILLYS.—Stand. coupe, $476; stand sedan, $538; deluxe sedan, $589.

NEW PASSENGER CAR REGISTRATIONS, M

Figures supplied by R. L. Polk & Co. with exception of New Jersey, supplied by New Jersey Motor

STATES		CHRYSLER GROUP					FORD GROUP			GENERAL MOTORS GRO				
		Chrysler	De Soto	Dodge	Plymouth	Totals	Ford	Lincoln	Totals	Buick	Cadillac	Chevrolet	LaSalle	Oldsmo-bile
Alabama	'37	182	196	1227	2128	3733	6604	78	6682	575	33	5729	93	585
	'36	118	75	836	1798	2827	4094	41	4135	443	21	6877	42	460
Arizona	'37	216	187	495	961	1859	1326	81	1407	384	23	1743	54	297
	'36	98	140	562	926	1726	1368	30	1398	250	19	1910	11	279
Arkansas	'37	173	124	754	1624	2675	3405	68	3473	367	13	3021	54	299
	'36	135	40	597	1317	2089	2579	28	2607	253	14	3651	17	254
California	'37	3600	3677	10771	16540	34588	24418	1370	25788	9432	742	25278	1598	9404
	'36	2899	2813	11210	17175	34097	26584	734	27318	6329	632	30517	674	9141
Colorado	'37	503	357	1292	2713	4865	4352	145	4497	1100	57	3978	137	954
	'36	372	167	1320	2730	4589	4272	77	4349	905	37	5702	36	1002
Connecticut	'37	636	769	2471	4039	7915	5695	160	5855	2022	186	5047	413	1613
	'36	421	415	1936	4347	7119	4840	79	4919	1662	175	5942	126	1672
Delaware	'37	141	59	258	586	1044	1195	28	1223	377	37	1248	56	457
	'36	59	39	114	557	769	783	11	794	327	36	1422	20	443
Florida	'37	501	295	1402	3435	5633	7132	452	7584	1491	136	5357	317	1380
	'36	316	158	1109	3010	4593	5636	195	5831	1007	141	5908	138	1083
Georgia	'37	506	331	2023	4237	7097	9867	284	10151	1360	85	7356	207	1466
	'36	309	145	1251	3695	5400	7152	91	7243	1007	78	8081	96	1149
Idaho	'37	188	148	518	1047	1901	2219	71	2290	307	4	2149	11	383
	'36	129	97	507	1068	1801	1821	41	1862	210	4	2488	4	323
Illinois	'37	3981	3441	12101	19935	39458	35681	1088	36769	7906	559	26727	1309	8355
	'36	2325	1754	10574	19371	34024	28179	457	28636	5962	558	34996	541	8539
Indiana	'37	1555	1411	4720	9992	17678	18460	335	18795	2784	132	14408	390	4061
	'36	952	835	4466	9949	16202	14727	152	14879	2137	131	20282	150	3957
Iowa	'37	669	377	1839	4452	7337	11286	168	11454	1486	47	9967	124	1443
	'36	569	282	2070	5105	8026	9261	90	9351	1075	37	14297	59	1619
Kansas	'37	539	469	1618	3895	6521	7504	142	7646	1152	31	7975	92	1344
	'36	402	266	1529	4140	6337	6485	69	6554	840	46	10644	46	1286
Kentucky	'37	498	315	1901	3543	6257	6717	95	6812	918	46	5620	151	1019
	'36	414	209	1865	3546	6034	4752	68	4820	790	52	7867	55	1068
Louisiana	'37	328	150	1206	2537	4221	5696	146	5842	566	29	4630	72	673
	'36	209	91	1067	2346	3713	5033	107	5140	545	35	7141	43	808
Maine	'37	266	249	932	1649	3096	2818	75	2893	729	46	2706	117	830
	'36	122	60	777	1410	2369	2352	23	2375	654	50	3197	53	801
Maryland	'37	695	459	1811	3597	6562	6159	156	6315	1411	77	6189	207	1201
	'36	464	182	1601	3674	5921	4606	42	4648	1238	75	6986	62	1150
Massachusetts	'37	1819	1237	6214	9237	18507	16111	451	16562	3944	389	13733	863	5295
	'36	988	484	5487	10379	17338	15477	240	15717	3767	355	15958	349	5975
Michigan	'37	1960	2062	7730	14612	26364	43432	973	44405	6814	287	23471	951	6368
	'36	1251	889	8741	12153	23034	38171	577	38748	5131	292	33579	385	6707
Minnesota	'37	1098	992	2771	6326	11187	14793	294	15087	1979	69	10788	200	1868
	'36	728	448	2340	7061	10577	10201	110	10311	1561	61	14549	77	1966
Mississippi	'37	137	109	498	1669	2413	4224	68	4292	462	7	4072	34	320
	'36	84	36	357	1464	1941	3059	33	3092	267	4	5104	19	258
Missouri	'37	890	1164	3743	8093	13890	13678	366	14044	2396	133	15410	334	2725
	'36	667	528	3032	7232	11459	11295	119	11414	1678	111	18809	160	2819
Montana	'37	417	183	680	1507	2787	2761	117	2878	547	11	3157	45	637
	'36	320	99	956	1815	3190	2976	56	3032	361	9	3853	20	536
Nebraska	'37	315	201	842	2265	3623	5616	135	5751	838	18	5292	50	745
	'36	297	117	1024	3015	4453	5276	62	5338	689	14	7666	21	823
Nevada	'37	99	73	179	334	685	448	44	492	192	7	560	31	96
	'36	57	57	208	427	749	611	28	639	118	18	642	20	166
New Hampshire	'37	163	96	555	942	1756	1669	47	1716	434	21	1766	56	574
	'36	87	62	484	994	1627	1589	28	1617	406	30	1943	20	384
New Jersey	'37	1967	1755	6517	8595	18834	13089	431	13520	5039	437	11713	823	4346
	'36	1271	754	5180	8516	15721	10201	235	10436	4033	367	15043	314	4749
New Mexico	'37	150	70	362	657	1239	1150	42	1192	288	5	1413	22	222
	'36	74	38	246	655	1013	1121	25	1146	214	5	1614	6	176
New York	'37	6040	4466	17654	25594	53754	38465	1674	40139	14842	1306	32512	2647	13165
	'36	3551	3013	14804	23581	44949	34011	808	34819	13076	1128	38366	989	12922
North Carolina	'37	538	245	1462	3943	6188	8454	176	8630	1126	56	7997	121	1003
	'36	348	177	1065	3315	4905	5403	58	5461	753	33	8065	44	860
North Dakota	'37	91	71	250	666	1078	2356	38	2394	171	2	1910	23	226
	'36	84	52	283	702	1121	1635	18	1653	181	4	2502	7	201
Ohio	'37	3922	3806	10600	20306	38634	39476	827	40303	6652	423	28291	947	7212
	'36	2265	1727	10109	20149	34250	31685	311	31996	4558	336	38538	336	7942
Oklahoma	'37	391	335	1445	2945	5116	7274	233	7507	1133	46	6908	150	1349
	'36	345	195	1465	3418	5423	7212	110	7322	1086	67	10609	63	1193
Oregon	'37	487	494	1295	2542	4818	4643	209	4852	1066	41	4520	117	1000
	'36	370	303	1493	2528	4694	4603	102	4705	767	46	6118	80	936
Pennsylvania	'37	5948	4465	13746	25042	49201	34181	1021	35202	8507	538	28685	1251	9008
	'36	3380	1936	11733	24945	41994	27904	357	28261	7458	422	34108	484	9012
Rhode Island	'37	403	330	911	2104	3748	2484	108	2592	602	58	2240	114	814
	'36	237	217	740	2115	3309	2020	36	2056	597	65	2620	61	826
South Carolina	'37	217	147	522	1931	3117	4787	77	4864	518	13	4086	48	434
	'36	112	43	660	1563	2378	3029	28	3057	366	13	4342	12	357
South Dakota	'37	163	84	405	929	1581	2285	52	2337	335	2	2188	17	293
	'36	98	51	397	979	1525	1767	18	1785	295	1	2562	2	323
Tennessee	'37	424	361	2019	3926	6730	6915	119	7034	823	48	6064	157	1092
	'36	320	161	1667	3609	5757	5579	64	5643	740	46	7750	59	849
Texas	'37	1535	790	5045	10180	17550	22256	625	22881	3403	192	18693	421	3937
	'36	1087	437	3667	9711	14902	19296	266	19562	2690	191	28321	197	3863
Utah	'37	164	204	647	1093	2108	1940	76	2016	359	9	1946	23	387
	'36	91	192	674	1133	2090	1848	48	1896	234	15	2250	12	367
Vermont	'37	108	86	347	644	1185	1061	17	1078	287	10	1038	58	260
	'36	79	47	294	756	1176	1018	10	1028	272	11	1318	17	274
Virginia	'37	471	456	1694	3819	6440	8360	174	8534	1151	48	7714	106	995
	'36	342	272	1648	3887	6149	6432	64	6496	823	36	8895	38	950
Washington	'37	653	583	1756	3966	6958	6101	195	6296	1551	49	6037	182	1937
	'36	373	431	1799	4000	6603	7049	124	7173	862	52	7308	53	1829
West Virginia	'37	607	472	1349	3149	5577	4777	111	4888	872	41	5218	103	995
	'36	362	306	1390	3438	5496	4155	34	4189	611	38	6656	41	900
Wisconsin	'37	1047	834	3868	6261	12010	14113	292	14405	2295	95	11285	206	3071
	'36	599	519	3145	6648	10911	10464	122	10586	1696	85	15586	95	3290
Wyoming	'37	115	69	366	692	1242	1272	45	1317	267	3	1209	15	236
	'36	78	43	422	785	1328	1271	35	1306	218	7	1607	8	267
District of Columbia	'37	486	377	1456	2669	4988	3699	170	3869	1098	90	2846	154	970
	'36	369	177	1692	2873	5111	4890	65	4955	858	71	4054	99	1188
Six Months	'37	48002	39631	144567	263548	495748	492404	14149	506553	104358	6737	411890	15671	107344
Total	'36	30627	21579	130593	260010	442809	415772	6526	422298	82000	6074	528243	6261	108742

ONS, MONTH BY MONTH TOTAL, 1937-1936

New Jersey Motor List Co., and Metropolitan New York area which are compiled by Sherlock & Arnold.

OTORS GROUP				HUDSON GROUP			AUBURN GROUP			NON-AFFILIATED GROUP							
Oldsmobile	Pontiac	Totals	Terraplane	Hudson	Totals	Auburn	Cord	Totals	Graham	Nash	Packard	Pierce-Arrow	Studebaker	Willys	Miscellaneous	TOTALS
585	639	7654	613	49	662		1	1	2	182	290		148	239	3	19596
460	480	8323	466	51	517	9	7	16	24	138	119	1	138	66		16304
297	292	2793	150	39	189		3	3	30	189	155		132	112	2	6871
279	204	2673	169	65	234	1	4	5	56	125	98		163	48	10	6536
299	607	4361	145	27	172				20	106	122		162	96	9	11196
254	561	4750	169	23	192		1	1	5	23	55		78	2	18	9820
9404	9078	55532	1828	621	2449	4	99	103	726	2176	3647	22	3547	5837	137	134552
9141	7091	54684	1480	882	2362	124	61	185	878	1903	2161	45	4149	2676	290	130748
954	879	7105	651	118	769	4	9	13	79	507	403	3	356	313	1	18911
1002	776	8458	652	172	824	29	3	32	88	341	225	9	322	38	50	19325
1613	2057	11338	667	141	808		11	11	321	745	1691	4	766	526	8	29988
1672	1830	11407	547	253	800	41	16	57	261	509	781	7	669	43	99	26671
457	438	2613	105	31	136				4	41	219		89	81	3	5453
143	358	2606	85	29	114	1		1	1	28	148	2	61	2	2	4528
1380	1171	9852	777	151	928	2	40	42	127	241	869	1	288	487	82	26134
1083	891	9168	669	174	843	26	16	42	141	125	393	15	236	240	47	21674
1466	1235	11709	741	134	875	2	11	13	48	497	950	1	609	278	7	32235
1149	859	11270	548	116	664	12	8	20	19	257	412		430	101	12	25828
383	291	3145	330	76	406		3	3	52	187	96		298	81		8459
323	313	3342	249	78	327	3	1	4	36	115	49		246	50	26	7858
8355	9829	54685	3196	655	3851	20	105	125	454	4736	4580	8	3478	1381	171	149696
8539	6848	57444	2903	811	3714	161	73	234	546	2135	2228	22	2941	98	282	132304
4061	4415	26190	2045	347	2392	38	42	80	208	1204	1181	2	2408	1289	9	71436
3957	3268	29925	2272	468	2740	153	45	198	358	610	691	2	2050	156	115	67926
1443	1947	15014	874	177	1051	2	1	3	130	687	499		685	350	5	37215
1619	1664	18751	1012	243	1255	10	4	14	183	513	241	1	783	47	67	39232
1344	1655	12249	1024	206	1230	4	4	8	59	521	423	2	503	194	4	29360
1286	1431	14293	898	270	1168	4	6	10	76	327	180	4	542	4	50	29545
1019	1190	8944	420	62	482		4	4	61	324	606	1	399	363	4	24257
1068	1075	10907	526	129	655	17	12	29	129	147	282	4	343	27	44	23421
673	505	6475	286	54	340		5	5	22	271	297	3	274	189	8	17947
808	544	9116	229	67	296	3	4	7	17	220	159	8	289	32	23	19020
830	1068	5496	391	95	486		3	3	75	340	383	1	306	112		13191
801	765	5520	362	128	490	2	2	4	59	207	189	2	210	13	3	11441
1201	1519	10604	492	105	597		18	18	58	276	870	3	448	233		25984
1150	1225	10736	410	130	540	9	11	20	31	180	417	12	444	8	22	22979
5295	4675	28899	1454	368	1822		19	19	347	1899	3044	17	1520	668	26	73330
5975	4006	30410	1647	656	2303	38	13	51	337	1206	1820	44	1144	43	237	70650
6368	8385	46276	3697	588	4285		10	10	456	1938	3429		952	1458	14	129587
6707	6445	52539	4131	907	5038	28	28	56	644	673	1457	7	840	134	281	123451
1868	2612	17516	993	147	1140	2	2	4	158	1098	830	1	996	547	8	48572
1966	2140	20354	1089	236	1325	23	7	30	196	572	521	4	933	32	244	45099
320	460	5355	152	16	168		1	1	1	93	131		62	76	2	12594
258	307	5959	178	28	206					61	51		67	10	2	11389
2725	2785	23783	818	166	984	4	7	11	132	672	1241	7	896	448	30	56138
2819	2528	26105	742	218	960	44	6	50	184	491	656	19	846	13	87	52284
637	485	4882	379	145	524	2	3	5	48	496	290		297	107	5	12319
536	342	5121	681	232	913	5		5	55	327	131	3	377	23	42	13219
745	879	7822	307	57	364		1	1	22	245	285		281	187	4	18585
823	876	10089	346	87	433	10	2	12	36	213	147		364	27	34	21146
96	136	1022	67	19	86				18	116	80		91	33		2623
166	131	1095	67	38	105	1	1	2	21	158	47		76	15	3	2910
574	452	3303	209	47	256				48	252	271		179	127	4	7912
584	372	3355	190	80	270	4	1	5	40	160	109	1	161	36	17	7398
4346	5542	27900	1292	355	1647	10	28	38	291	1414	3131	10	1535	906	5	69231
4749	4336	28842	989	382	1371	57	20	77	237	685	1474	27	1230	82	96	60278
222	195	2145	139	20	159		1	1	11	51	103		93	55	1	5050
176	154	2169	133	26	159				5	27	40		67	10	4	4640
13165	12713	77185	3211	955	4166	1	92	93	666	3466	8394	15	3839	1698	20	193435
12922	9359	75840	2841	1289	4130	158	75	233	683	2253	4247	46	2837	146	2178	172361
1003	1320	11623	675	95	770	1	11	12	40	259	673	2	175	337		28709
860	828	10583	406	110	516	6		6	51	87	268		122	15	17	22031
226	208	2540	119	20	139		1	1	7	112	36		83	53	1	6444
201	183	3078	133	27	160				26	88	19		88	11	11	6255
7212	10010	53535	4055	660	4715	9	24	33	818	3001	3709	4	3034	3670	12	151468
7942	7736	59446	3940	927	4867	75	34	109	754	1311	1718	15	2181	453	229	137329
1349	1601	11187	436	95	531	10	9	19	53	248	444	3	390	256	1	25755
1193	1684	15002	457	123	580	20	13	33	84	192	198	11	404	61	86	29396
1000	1195	7939	502	142	644		6	6	228	745	394	1	538	523	6	20694
936	1045	8992	754	224	978	9	3	12	332	504	240	2	651	342	66	21518
9008	9179	57168	3993	684	4677	10	28	38	816	4257	5789	12	4653	1890	114	163817
9012	7174	58658	3358	841	4199	76	24	100	715	1892	2832	39	2961	105	320	142076
814	772	4600	270	48	318		9	9	67	317	584	3	294	91	1	12624
826	569	4738	321	85	406	4	7	11	36	169	231	4	164	5	10	11139
434	595	5694	559	38	597		2	2	1	83	462		174	254	1	15249
357	340	5430	402	39	441	6	1	7	8	19	177		152	42	8	11719
293	340	3175	124	22	146				11	176	105		128	56		7715
323	288	3471	182	38	220	2		2	11	111	65		141	2	19	7352
1092	916	9100	488	75	563		2	2	51	515	628	1	444	349	8	25425
849	885	10329	450	67	517	5	3	8	55	262	254		363	168	25	23381
3937	3310	29956	1685	290	1975	2	30	32	119	781	1915	4	1674	715	7	77609
3863	2996	38258	1736	364	2100	32	30	62	205	452	865	19	1645	94	85	78249
387	402	3126	286	61	347	4	17	21	107	171	217		351	107		8571
367	243	3121	259	85	344	11	5	16	162	180	119		298	34	15	8275
260	285	1938	161	31	192				17	126	167		55	80	1	4839
274	233	2125	170	57	227				14	63	103	1	44	8	7	4796
995	1258	11272	472	97	569		10	10	56	214	737	1	260	176	7	28276
950	1010	11752	415	104	519	11	2	13	104	161	373	6	249	19	38	25879
1937	1600	11356	979	217	1196	2	12	14	190	633	632	2	937	747	13	28974
1829	1115	11219	1169	345	1514	23	6	29	210	393	303	6	1087	491	62	29090
995	845	8074	427	92	519		1	1	127	295	609		436	348	2	20876
900	752	8998	408	113	521	5	2	7	89	200	229	1	366	19	47	20162
3071	3312	20264	1101	219	1320	1	4	5	199	4644	1071	6	1207	468	8	55607
3290	2572	23324	1244	344	1588	12	9	21	246	1888	722	2	1070	23	113	50494
236	223	1953	176	34	210	2	1	3	37	94	80		113	79		5128
267	246	2353	213	57	270	5		5	23	71	39	1	104	5	4	5509
970	973	6131	254	83	337		7	7	54	57	780	2	339	153	2	16719
1188	771	7041	240	97	337	14	2	16	21	101	420	13	338	10	19	18382
107344	116478	762478	44215	8974	53189	136	697	833	7672	41698	57542	142	40922	28823	756	1996356
108742	91849	823169	42937	12315	55252	1289	568	1857	8492	22873	28703	405	35464	6129	5566	1853017

Passenger Car Registrations

Six Months, plus 22 States for July, 1937-1936

MAKE	1937	Pos.	1936	Pos.	Unit Gain
FORD	515,803	1	439,950	2	75,853
CHEVROLET	433,979	2	559,013	1	125,034*
PLYMOUTH	277,121	3	275,369	3	1,752
DODGE	151,585	4	137,552	4	14,033
PONTIAC	122,207	5	96,922	5	25,285
OLDSMOBILE	112,215	6	113,637	6	1,422*
BUICK	109,704	7	86,132	7	23,572
PACKARD	60,083	8	30,128	11	29,955
HUDSON-TERRA.	55,430	9	57,816	8	2,386*
CHRYSLER	50,179	10	32,222	10	17,957
NASH-LAFAYETTE	43,602	11	24,078	12	19,524
STUDEBAKER	42,616	12	36,920	9	5,696
DE SOTO	41,660	13	22,704	13	18,956
WILLYS	30,195	14	6,295	17	23,900
CAD.-LASALLE	23,374	15	12,819	14	10,555
LINCOLN	14,795	16	6,884	16	7,911
GRAHAM	8,016	17	8,928	15	912*
AUBURN-CORD	864	18	1,945	18	1,081*
PIERCE-ARROW	142	19	422	19	280*
MISC.	777		5,727		4,950*
TOTAL	**2,094,347**		**1,955,463**		**138,884**

*Loss.

Geographical Analysis

June, 1937-1936
COMMERCIAL CARS

	1937	1936	Unit Gain	Pct. Gain
New England	4,584	4,886	302	.062*
Middle Atlantic	9,319	9,255	64	.007
South Atlantic	8,049	6,913	1,136	.15
E. North Central	10,672	10,830	158	.015*
E. South Central	4,327	3,371	956	.28
W. North Central	5,353	6,250	897	.14*
W. South Central	6,926	6,605	321	.05
Mountain States	3,259	3,183	76	.02
Pacific States	6,139	5,558	581	.105
TOTAL	**58,628**	**56,851**	**1,777**	

State by State

	1937	1936	Unit Gain
NEW ENGLAND	**4,584**	**4,886**	**302***
Maine	924	770	154
New Hampshire	364	383	19*
Vermont	250	334	84*
Massachusetts	1,863	1,779	84
Rhode Island	294	289	5
Connecticut	889	1,331	442*
MIDDLE ATLANTIC	**9,319**	**9,255**	**64**
New York	3,467	3,119	348
New Jersey	1,865	1,569	296
Pennsylvania	3,987	4,567	580*
SOUTH ATLANTIC	**8,049**	**6,913**	**1,136**
Delaware	201	157	44
Maryland	780	660	120
District of Columbia	225	292	67*
Virginia	1,376	1,373	3
West Virginia	1,473	1,185	288
North Carolina	1,346	979	367
South Carolina	686	459	227
Georgia	1,300	1,290	10
Florida	662	518	144
E. NORTH CENTRAL	**10,672**	**10,830**	**158***
Ohio	2,640	2,599	41
Illinois	2,605	2,504	101
Indiana	1,573	1,947	374*
Michigan	2,363	1,884	479
Wisconsin	1,491	1,896	405*
E. SOUTH CENTRAL	**4,327**	**3,371**	**956**
Kentucky	1,184	667	517
Tennessee	1,235	849	386
Alabama	1,015	1,032	17*
Mississippi	893	823	70
W. NORTH CENTRAL	**5,353**	**6,250**	**897***
Minnesota	840	1,281	441*
Iowa	1,024	1,130	106*
Missouri	1,391	1,633	242*
North Dakota	223	272	49*
South Dakota	301	335	34*
Nebraska	525	535	10*
Kansas	1,049	1,064	15*
W. SOUTH CENTRAL	**6,926**	**6,605**	**321**
Arkansas	493	292	201
Louisiana	879	867	12
Oklahoma	1,549	1,242	307
Texas	4,005	4,204	199*
MOUNTAIN STATES	**3,259**	**3,183**	**76**
Montana	661	590	71
Idaho	438	484	46*
Wyoming	250	267	17*
Colorado	792	809	17*
Arizona	381	268	113
New Mexico	349	220	129
Utah	244	434	190*
Nevada	144	111	33
PACIFIC STATES	**6,139**	**5,558**	**581**
California	4,110	3,621	489
Oregon	935	899	36
Washington	1,094	1,038	56
TOTAL	**58,628**	**56,851**	**1,777**

*Loss.

New Commercial Car Registrations, Month by Month Total, 1937-1936

Figures supplied by R. L. Polk & Co. with exception of New Jersey, supplied by New Jersey Motor List Co., and Metropolitan New York area which are compiled by Sherlock & Arnold.

STATES		Autocar	Brockway	Chevrolet	Diamond-T	Dodge	Federal	Ford	G.M.C.	Indiana	Inter-national	Mack	Plymouth	Reo	Sterling	Stewart	Studebaker	Terraplane	White	Willys	Miscel-laneous	TOTAL
Alabama	'37			2400	3	467	3	3005	286	3	790	2	53	1			11	29	44	3		7100
	'36			2738	8	469	4	1734	79	6	564	2	21				7	6	22	14	5	5679
Arizona	'37		1	768	4	182		537	203	1	174	14	36	14	3		29	20	19	7	4	2016
	'36			629	12	341		490	37		247		12	3			14	20	1	17	5	1828
Arkansas	'37			1794	54	303	2	2433	364		368	2	88	25			12	19	5	2	2	5473
	'36			2028	6	518		1741	55	1	408		11	5				9	10	2	1	4795
California	'37	66	17	5293	182	2327	76	5708	1936	39	1775	150	396	183	64	14	454	274	206	150	183	19493
	'36	19	5	4753	120	3012	47	4762	921	74	1392	63	80	131	38	19	147	51	142	339	159	16274
Colorado	'37	1		1184	112	433	5	1528	341	2	512	21	108	62		2	46	66	19	2	30	4474
	'36			1446	78	667	23	1457	170	9	492		17	33			12	28	20	6	38	4496
Connecticut	'37	17	19	1212	73	373	51	1342	315	16	502	113	110	78	7	18	21	35	66	1	52	4421
	'36	14	18	1173	55	520	42	1182	183	7	475	73	35	55	3	10	11	12	54	10	25	3957
Delaware	'37	11		472	2	45		326	97		113	8	16	2		3	5	5	1		7	1113
	'36	5	2	487	3	74		255	69	2	73	2	9	1		5	6		2	1		996
Florida	'37			1481	28	483	21	2483	282	6	666	44	116	88			17	40	35	58	11	5859
	'36			1647	12	516	17	1623	98	1	528	6	11	73			5	11	35	82	7	4672
Georgia	'37			2409	23	630	22	3418	434	9	611	36	65	4			25	27	47	9	9	7778
	'36			2881	53	633	17	2797	182	20	732	22	14	3			8	9	50	28	1	7450
Idaho	'37			706	34	157		729	166	1	320	4	51	9			71	69	16	4	17	2354
	'36			863	17	331	1	758	92	7	342	4	3	16			16	27	9	11	9	2506
Illinois	'37	31	2	4680	569	1983	171	5624	1079	25	2557	169	259	151	6	21	124	110	213	21	170	17965
	'36	17		5825	424	2306	123	4913	483	36	2171	52	114	91	3	16	116	51	183	16	144	17084
Indiana	'37	10	2	2713	183	1276	49	3245	809	41	1553	50	223	85	1	50	188	85	102	38	49	10752
	'36	1		3572	171	1782	39	3089	421	38	1312	26	79	88		45	107	52	81	57	61	11021
Iowa	'37			2014	134	570	17	2292	301	3	1092	13	143	53			83	75	2	6	20	6818
	'36			2772	135	852	12	1981	165	5	985	14	57	46		2	26	26	8	17	12	7115
Kansas	'37	2		2016	155	413	6	2132	550	2	931	6	131	47			71	94	10	1	30	6597
	'36			2510	139	769	6	1806	185	4	816	4	42	20			18	35	19		38	6411
Kentucky	'37	1		1786	72	650	59	2091	654	28	944	27	153	56		10	61	30	42	7	29	6700
	'36			2233	73	868	18	1517	301	7	822	27	27	57		8	30	26	37	13	21	6085
Louisiana	'37			1488	45	327	6	2091	174	4	654	13	54	20			16	13	25	13	5	4948
	'36			1818	33	450		1538	75	3	626	5	21	11				1	18	10	20	4629
Maine	'37	2	6	1186	5	232	2	1516	212		252	20	64	12	4	3	32	36	9		1	3594
	'36		8	1190	6	391		1072	80	3	169	7	11	41			11	7	18	1	5	3020
Maryland	'37	32	23	1462	47	477	18	1270	252	2	466	57	73	9	1	13	22	31	75	1	37	4368
	'36	22	23	1354	58	535	8	929	225	7	407	25	24	24	2	5	21	5	77	2	23	3776
Massachusetts	'37	124	68	2439	113	945	72	3620	774	24	701	155	165	122	36	52	37	140	166	1	61	9815
	'36	65	70	2440	90	1217	42	3061	427	13	602	92	22	113	12	29	55	17	84	2	47	8500
Michigan	'37	8	1	3374	72	1419	129	5005	1066	3	839	40	196	172			69	217	43	5	108	12766
	'36	3		4076	61	2007	127	4645	684	6	718	16	57	136			45	72	68	21	65	12807
Minnesota	'37	11		2119	149	615	43	2658	383	13	1075	26	154	39		2	69	72	47	4	74	7553
	'36	1		2745	184	954	53	2252	244	11	865	17	65	55		1	35	29	58	4	72	7645
Mississippi	'37			1892	13	250	1	2466	237		748	4	102	7			14	9	9	2	6	5760
	'36			2302	1	232		1302	69	7	660		7	1			1	11	2	10	2	4607
Missouri	'37	4		4188	192	887	54	3540	858	13	1404	48	165	45		6	61	26	106	5	50	11652
	'36	14		5264	149	1167	40	3234	356	20	1113	18	36	28	1	1	35	17	69	5	33	11680
Montana	'37			945	54	191	18	941	126	4	488	1	51	5			64	40	23	1	10	2962
	'36			1147	71	479	23	997	56	5	567		16	20			15	56	27	4	6	3489
Nebraska	'37			1063	66	224	2	1185	236		543	21	55	10			18	23	7		8	3461
	'36			1464	89	422	5	1163	126		606	8	18	9			6	16	10	3	1	3946
Nevada	'37			205	34	56		194	60		64	4	14	3			25	11	1		7	678
	'36	2		204		106		235	23	1	69	3	3	2			5	2	2	4	9	670
New Hampshire	'37	1	1	562	3	179	1	683	88	1	97	14	23	12		8	19	10	7		5	1714
	'36	2	2	582	5	300	27	622	75	2	128	9	8	24		7	9	7	6	4		1819
New Jersey	'37	124	86	2832	334	1067	64	3111	629	72	1024	269	296	70	5	38	70	75	190		121	10477
	'36	51	88	2476	154	1302	98	2538	394	43	874	120	1	68	3	23	67	28	174	1	123	8626
New Mexico	'37			720	27	143	2	705	180	1	238	8	79	9			17	24	20		4	2[illegible]7
	'36			868	19	199		578	43	3	293	1	5	6				16	8	10	2	2[illegible]1
New York	'37	196	422	6067	536	2174	123	6781	2157	206	2334	648	382	157	17	261	136	107	477	12	377	2[illegible]0
	'36	134	398	5591	369	3160	100	6367	1012	121	2111	409	77	135	5	234	135	6	321	16	327	21[illegible]8
North Carolina	'37	10		2868	30	728	17	2834	395	26	758	67	184	40			12	43	39	1	32	[illegible]4
	'36	3		2980	57	948	4	1823	154	20	672	41	30	3			3	10	38	6	20	[illegible],2
North Dakota	'37			428	11	79		426	46		303		25	8			7	11			2	[illegible]46
	'36			463	7	125		353	29		267		8	3			7	5	1	1	1	[illegible]70
Ohio	'37	79	1	4826	205	2009	77	5225	1228	89	1801	151	302	171	1	36	141	188	351	71	85	17037
	'36	64		4925	194	2604	64	4521	523	71	1730	81	60	151	2	24	117	32	221	96	106	1[illegible]586
Oklahoma	'37	5		2322	41	491	13	2696	517	2	933	22	102	20			34	39	35	11	24	7307
	'36			3136	39	797	19	2547	145	18	897	17	14	15			3	17	31	37	23	7755
Oregon	'37	1		1327	24	371	48	1417	319	12	476	34	76	29			71	70	48	11	19	4353
	'36			1402	24	699	67	1229	187	12	409	28	22	28			11	35	19	70	25	4267
Pennsylvania	'37	251	189	5656	425	2584	70	5756	1614	71	2608	400	563	246	25	119	264	70	308	11	214	21444
	'36	88	145	6092	356	3528	160	5684	938	74	2356	211	223	157	15	126	234	36	359	20	63	20865
Rhode Island	'37	18	2	367	34	170	13	679	133	1	78	32	39	14	2	2	9	9	14		4	1620
	'36	5	3	381	15	214	27	481	112	2	102	12	6	40	1		11	5	13		3	1433
South Carolina	'37	1		1348	11	378	7	1532	188	20	314	29	95	9			16	33	23	1	7	4012
	'36	1		1432	8	356	3	936	89	7	252	5	13	6			7	17	20	9	2	3163
South Dakota	'37			426	16	125	1	500	75		276	6	29	25			15	9	2	1	13	1519
	'36			564	21	201	1	467	39	3	210	1	8	16			2	8	3		13	1557
Tennessee	'37			2047	58	653	62	2306	471	5	884	7	121	20			31	22	50	8	9	6754
	'36			2442	50	976	95	1778	172	5	911	4	18				20	11	36	29	7	6554
Texas	'37			6502	161	1517	18	8308	987	39	2534	55	372	49		1	178	171	126	32	50	21100
	'36	2		8476	127	1895	27	6654	317	47	2559	31	53	49			14	83	109	47	36	20526
Utah	'37			518	15	176	1	539	135	1	232	11	31	1	1		29	13	16	7	2	1728
	'36			674	8	315	4	548	55	1	218	4		1			4	11	2	8	1	1854
Vermont	'37	1	5	346	19	146	2	554	114	1	130	6	27	9		4	8	6	8		3	1389
	'36		9	408	21	187	1	449	80		116	5	4	14		1	4	7	4	3	2	1315
Virginia	'37	25	11	2821	25	564	13	2724	431	1	593	19	108	21			20	20	41		4	7441
	'36	14	5	3267	20	786	11	2082	271	7	517	15	17	11		1	11	6	25	11	20	7097
Washington	'37			1573	43	552	17	1576	445	9	798	55	91	46			94	126	46	17	64	5552
	'36			1786	33	893	9	1703	228	24	600	32	28	27			34	31	22	81	43	5574
West Virginia	'37	2		1805	75	479	26	1587	387		478	14	197	78		1	48	37	43		12	5269
	'36	1	9	1885	59	780	31	1290	209	4	487	4	36	49			10	8	22	6	3	4893
Wisconsin	'37	3		2619	236	841	24	2697	589	8	1033	33	247	81	13	10	68	86	53		116	8757
	'36	14		3108	174	1278	18	2368	335	8	884	11	65	48	9	2	30	34	63	5	116	8570
Wyoming	'37	1		390	26	126	4	412	56	2	212	9	29	15			26	13	24		7	1352
	'36			478	20	205	5	365	26		174		1	7			4	5	6	1	1	1298
Dist. of Columbia	'37	8	7	466	9	164	9	525	190	4	142	18	16	6		3	7	5	20		13	1612
	'36	4	8	447	9	249	13	478	96		138	10	5	3		2	14	1	22	2	7	1508
Six Months Total	'37	1046	863	100125	4782	31631	1439	114952	23569	810	38418	2955	6475	2438	186	677	2965	2783	3279	524	2167	342084
	'36	546	793	113424	3837	43615	1431	96394	11335	765	34666	1537	1514	1923	94	561	1503	1015	2631	1142	1753	320479